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**IN THE CLAIMS:**

1. (CURRENTLY AMENDED) A vehicle suspension system comprising:  
a stabilizer bar including at least one bar damper, and said stabilizer bar ~~is being~~ connectable to a vehicle wheel; and  
a clutch device substantially housing said at least one bar damper and including at least one clutch damper that is connectable to a vehicle frame, one of said at least one bar damper and said at least one clutch damper ~~is movable~~ relative to ~~each the other~~ to control a level of stiffness of said stabilizer bar.
2. (CURRENTLY AMENDED) A vehicle suspension system comprising:  
a stabilizer bar including at least one bar damper, ~~wherein and~~ said stabilizer bar ~~is being~~ connectable to a vehicle wheel;  
a clutch device substantially housing said at least one bar damper and including at least one clutch damper that is connectable to a vehicle frame, ~~and one of~~ said at least one bar damper and said at least one clutch damper is moveable relative to ~~each the other~~ to control a level of stiffness of said stabilizer bar; and  
a friction material coated on at least one of said ~~at least one clutch damper and said at least one bar dampers~~ damper.
3. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 2 wherein increased contact of each of said ~~at least one clutch damper and said at least one bar dampers~~ damper with said friction material substantially increases said level of stiffness of said stabilizer bar.

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4. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 2 wherein ~~said at least one clutch damper, and said at least one bar dampers-damper~~ and said friction material are enclosed by at least a pair of outer walls flexibly secured to a clutch body of said clutch device and to said stabilizer bar.
5. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 4 wherein a load applied on said ~~pair of outer walls~~ presses said ~~pair of outer walls~~ towards said ~~at least one clutch damper and said at least one bar dampers-damper~~ such that said friction material substantially contacts said ~~at least one clutch damper and said at least one bar dampers-damper~~.
6. (ORIGINAL) The vehicle suspension system as recited in claim 5 wherein a fluid is dispersed in said clutch body.
7. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 5 ~~wherein further including a sensor that monitors at least one ride parameter and generates a signal based on said at least one ride parameter, and said sensor signal causes applying said load to be applied on said pair of outer walls, said load corresponding to said signal.~~
8. (ORIGINAL) The vehicle suspension system as recited in claim 5 wherein said load is applied by a fluid.
9. (ORIGINAL) The vehicle suspension system as recited in claim 5 wherein said load is applied from electrical power.
10. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 5 further including a sensor, and wherein said load is applied from an electro-rheological fluid reactive to a signal generated by ~~a said sensor~~.

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11. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 5 ~~further including a sensor, and wherein said load is applied from a magnetic-rheological fluid reactive to a signal generated by a said sensor.~~

12. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 1 wherein there are a plurality of said at least one clutch damper and ~~a plurality of said at least one bar damper, said plurality of clutch dampers and said plurality of or bar dampers~~ substantially alternating.

13. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 2 wherein said ~~at least one clutch damper, said at least one or bar dampers damper and said friction materials material~~ are substantially perpendicular to a longitudinal axis of said stabilizer bar.

14. (PREVIOUSLY PRESENTED) The vehicle suspension system as recited in claim 1 wherein said stabilizer bar includes a division which splits said stabilizer bar into substantially equal portions, said clutch device housing said division.

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15. (CURRENTLY AMENDED) A vehicle suspension system comprising:
- a stabilizer bar including at least ~~one two bar damper dampers~~, wherein said stabilizer bar is connectable to a vehicle wheel;
  - a clutch device substantially housing said at least ~~one two bar damper dampers and~~ including at least ~~one two clutch damper dampers that is are~~ connectable to a vehicle frame, and ~~one of said at least one two bar damper dampers substantially interact with and~~ said at least ~~one two clutch dampers damper~~ substantially interacting to control a level of stiffness of said stabilizer bar;
  - a pair of inner walls flexibly secured to a clutch body of said clutch device and to said stabilizer bar; and
  - a pair of outer walls flexibly secured to said clutch body of said clutch device and to said stabilizer bar, wherein one of said pair of outer walls and one of said pair of inner walls forms a first compartment and the other of said pair of inner walls and the other of said pair of outer walls forms a second compartment, one of each of said at least two clutch dampers and said at least two one bar dampers being enclosed in ~~each one of said compartments~~ first compartment and said second compartment, and a load applied on said pair of inner walls and said pair of outer walls presses said pair of inner walls outwardly and said pair of outer walls inwardly such that said at least two clutch dampers and said at least two bar dampers substantially contact.

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16. (CURRENTLY AMENDED) A vehicle suspension system comprising:

a stabilizer bar including at least one bar damper, and said stabilizer bar is connectable to a vehicle wheel;

a clutch device including a clutch body, at least one clutch damper that is connectable to a vehicle frame, a pair of inner walls and a pair of outer walls both flexibly connected to said clutch body and said stabilizer bar, one of said ~~pair of~~ outer walls and one of ~~said pair of~~ inner walls forming a first compartment and the other of said ~~pair of~~ inner walls and the other of said ~~pair of~~ outer walls forming a second compartment, a fluid and said ~~at least one~~ clutch damper and said ~~at least one~~ bar dampers-damper being enclosed in said ~~compartments~~ first compartment and said ~~second~~ compartment, said at least one bar damper substantially alternating with and interacting with and said at least one clutch damper substantially alternating and interacting to control a level of stiffness of said stabilizer bar; and

a sensor which monitors at least one ride parameter and generates a signal based on said at least one ride parameter, said sensor applying causing a load to be applied on said pair of inner walls and said pair of outer walls to press pressing said pair of inner walls outwardly and said pair of outer walls inwardly such that said ~~at least one~~ clutch damper and said ~~at least one~~ bar dampers-damper substantially contact.

17. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 16 further comprising a friction material coated on said at least one bar damper and said at least one clutch damper, and wherein increased contact of each of said ~~at least one~~ clutch damper and said ~~at least one~~ bar dampers-damper with said a friction material substantially increases said level of stiffness of said stabilizer bar.

18. (ORIGINAL) The vehicle suspension system as recited in claim 16 wherein said stabilizer bar includes a division which splits said stabilizer bar into substantially equal portions, said clutch device housing said division.

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19. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 16 wherein ~~said at least one clutch damper comprises at least two clutch dampers and said at least one bar damper comprises at least two bar dampers, one of each of said at least two clutch dampers and said at least two bar dampers is enclosed in each one of said compartments~~first compartment and said second compartment.

20. (CURRENTLY AMENDED) The method for controlling a level of stiffness of a stabilizer bar of a vehicle suspension system comprising the steps of:

sensing at least one ride parameter;

generating a signal based on said at least one ride parameter;

applying a load corresponding to said signal on a pair of inner walls and a pair of outer walls both flexibly connected to a clutch body of a clutch device and ~~to~~ said stabilizer bar, one of said ~~pair of~~ outer walls and one of said ~~pair of~~ inner walls forming a first compartment and the other of said ~~pair of~~ inner walls and the other of said ~~pair of~~ outer walls forming a second compartment; and

~~interacting at least one two bar damper dampers attached to said stabilizer bar and at least one two clutch damper dampers attached to said clutch device, both one of each of said at least one two bar damper dampers and said at least one two clutch damper dampers being located in one each of said compartments~~first compartment and said second compartment, by said load to control said level of stiffness of said stabilizer bar.

21. (CURRENTLY AMENDED) A vehicle comprising:

a stabilizer bar including at least one bar damper, ~~and said stabilizer bar is being~~ connected to a vehicle wheel; and

a clutch device substantially housing said at least one bar damper and including at least one clutch damper connected to a vehicle frame, at least one of said at least one bar damper and said at least one clutch damper moving to control a level of stiffness of said stabilizer bar.